

BERKELEY/MARTIN STREET BRIDGE REPLACEMENT

Cumberland and Lincoln, Rhode Island

April 2002

Rhode Island Department of Transportation

Public Information Program

Public Participation

The public informational meeting for the Berkeley Bridge and Martin Street Canal Bridge project is an important part of the design development process that offers the community an opportunity to review the proposed design. During this meeting the Rhode Island Department of Transportation will present preliminary plans for the project, and the public will have the opportunity to comment and offer suggestions. All comments and suggestions will be considered in finalizing the project design.



Ariel View of bridges

Project Purpose and Status

The Berkeley Bridge and the Martin Street Canal Bridge are worn and deteriorated from long-term use. The roadway on the bridges is narrow and there are no sidewalks for pedestrians. Accordingly, RIDOT scheduled the structures for replacement and initiated a design study in 1985. Plans were developed for replacement of the bridges on a new alignment to the north of the existing Martin Street. At a public meeting in 1991 local residents unanimously rejected those plans and expressed a desire to maintain the existing configuration of the roadways. RIDOT immediately prepared preliminary plans reflecting the sentiments of the residents and presented them at a second public meeting in 1992 where they were enthusiastically endorsed.

INFORMATIONAL MEETING
Wednesday, April 24, 2002
7:00PM to 9:00 PM
A brief presentation will be given
at 7:30 PM
Lincoln Town Hall
100 Old River Road
Lincoln, Rhode Island

The final design and permitting process was advanced and nearly complete in 1997 when the project was placed on hold while the Ashton Viaduct was closed for reconstruction. At the same time the Blackstone River Bikeway, which crosses Martin Street between the two bridges, was constructed and opened to users in 1998. As the popularity of the bikeway grew, so did the expressions of concern over the safety of the crossing at Martin Street. Those concerns prompted RIDOT to consider changes in the plans for the bridge replacement project that would result in a safer crossing for bikeway users and the motoring public.

Proposed Improvements

RIDOT evaluated alternatives for improving the safety of the bikeway/roadway crossing and determined that the most effective method would be to provide a grade separation. The new bridges will meet to form one 3-span bridge over the canal, the bikeway and the river. The vertical clearance needed for the grade separation will be achieved by both raising the road and lowering the bikeway.



The new bridges will be constructed of steel beams with a concrete deck, and steel and timber railings. The two spans over the river will include timber trusses similar to those on the existing bridge. The bridge abutments and piers will be constructed with concrete, and the wingwalls will be faced with stone masonry.

The land between the canal and the river will be terraced with stone masonry faced retaining walls. This will allow the bikeway to be realigned to lower land and pass under the new bridges. A ramp will be constructed on the south side of the new bridge to maintain access between the bikeway and Martin Street for pedestrians and bicyclists. The ramp structure will consist of steel beams, concrete deck, stone masonry faced walls and timber railings.

The preliminary estimated construction cost is \$8 million. It is anticipated that final design and permitting will be completed by the fall of 2003. It is expected that construction will begin in spring 2004, pending funding availability.



Historical Considerations

RIDOT must comply with both Federal and State Laws and Regulations concerning the treatment of historic and archaeological resources significant in American history, prehistory, architecture, and engineering. In addition, RIDOT must comply with both Federal and State Laws and Regulations concerning projects in environmentally sensitive areas. These are sensitive issues in the project development process.

RIDOT's policy is to exercise all practical means to avoid and, if avoidance is not practical, to minimize the impacts of transportation projects upon significant historic, archaeological, and environmental resources. This project is federally funded and it must meet Section 106 of the National Historical Preservation Act of 1966 and section 4(f) of the Department of Transportation Act of 1966.

Individuals and organizations are invited to provide RIDOT with information on the presence and importance of any historic or archaeological resources in the project area and note any concerns regarding impacts on these resources.

You are cordially invited to . . .

**A Public Meeting Concerning:
Replacement of Berkeley/Martin Street Bridges**

**Place: Lincoln Town Hall
100 Old River Road
Lincoln, Rhode Island**

Date: Wednesday, April 24, 2002

Time*: 7:00 PM to 9:00 PM

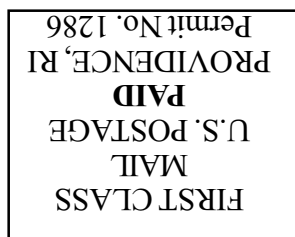
***A brief presentation will be given at 7:30 PM**

The meeting place is handicapped accessible. Individuals requesting the services of an interpreter for the hearing impaired must notify RIDOT by calling our TDD# (401) 222-4971, 72 hours in advance of the meeting date. Community Affairs may also be called at (401) 222-1362, Ext. 4011.

William D. Ankner, Ph.D.
Director

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FIRST CLASS



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